

News of Soldiers and Sailors

CAPT. GUTHRIE LANDS AT ARCHANGEL, RUSSIA

Former Forest Supervisor of Coconino National Forest, writes an interesting description of his trip from France to Russia:

On Board Russian S. S. Kanada, Arctic Ocean, Off Murman Coast, April 15, '19. Dear Fred:

Well, I'm on my way! Left France on March 10, came to London, and stayed there until April 2, when I left Harwich, England, on U. S. S. Galveston, for Murmansk, Russia. After a really pleasant trip around (not through) the various mine fields in the North Sea, and hugging the east coast of Scotland and the Orkney and Shetland Islands, we swung east along the Norwegian coast, and into the Arctic Zone, around the North Cape, and as far north as 73 degrees; then southeasterly along the Kala Peninsula, to Murmansk, where we anchored on April 8 in the fine land-locked harbor of Murmansk.

The trip was a very great surprise to me in that it was not cold, nor rough. We saw no icebergs, no polar bear, nor seals. Saw something of the famous fjords of Norway from a distance. Country all snow covered, of course.

Murmansk is a new town; sprung up since 1916, upon the completion of the railroad from Petrograd, begun and completed by Russia since 1914, and constructed largely by German and Austrian prisoners.

We remained in Murmansk for a week, on board the Galveston; but went ashore each day. Verily, the ends of the earth are met in Murmansk. Esquimaux, Finns, Russians, British, Americans, French, Italians, Serbs, and Chinese! As you know, of course, from the newspapers, it is occupied by the allied forces—as well as a good part of the railroad south from the town. It is a wonderful harbor and Russia's only open-the-year-round northern port.

I came up with the American railway maintenance troops and an American brigadier general and his staff. The troops stopped at Murmansk, but the general is on this ship en route to Archangel. Murmansk was very quiet; but but for the various allied uniforms one would take it for a new, busy seaport. Absolutely no fighting there, although occasional scraps have occurred southward along the railroad. The news that gets into the American papers is, so far as we know, greatly exaggerated.

The living conditions at Murmansk looked good to me considering that the place is well inside (150 miles) the Arctic Circle. There is a large Y. M. C. A. with cinema and concerts during the week. Candy and tobacco, etc., seemed abundant at the British commissary, and while there is starvation in some outlying districts, certainly the allied troops in Murmansk seemed well fed and certainly well clothed. There are organizations in Murmansk (Red Cross and others) looking out for starvation cases, and I attended a benefit boxing match in Murmansk for the sufferers. The tickets were 25 rubles each, or about \$3.00. What with francs and centimes, then shillings, bobs, quids, 'arf-crowns and flaves, and now kopecks and rubles, I will not know a good old American dollar when I see it!

We certainly were treated finely on the Galveston, and I was mighty glad to be able to take a trip on a U. S. naval boat. We crowded the boat considerably (it is NOT a passenger boat). There were about 150 American soldiers, 25 American officers, and 15 British officers, and 12 British soldiers on the Galveston; and the Chester, which came on with us, also had troops aboard. I was in the captain's cabin, with an American colonel and 4 British majors, and we were very comfortable, had fine meals, excellent service, baths, etc.

This boat is quite different—badly maintained as far as cleanliness is concerned. It was formerly the yacht of Earl Grey, governor general of Canada, and built especially to stand the ice of the St. Lawrence, and has quite a reputation as an ice breaker. It was sold to the Russian government and is now the Kanada, with Russian naval officers, a Russian crew, etc. We get about 6 meals a day—and tea at each one! About 7 a. m. we have tea—if you get up that early; between 9 and 10 we have breakfast; about 11:30 you can have coffee or tea; luncheon between 1 and 2; tea, with sandwiches or such, at 4; dinner, from 6 to 7; and tea again later if you want it! It's a great life—if you don't weaken!

We are living on board on the army ration, so the menu isn't so wildly exciting! "Corned Willy" is rather a frequent dish, skillfully camouflaged though it may be at times.

We left Murmansk on April 14 and should reach Archangel about April 20. All day we've been plowing thru an ice field—hardly any water visible at all—with every little while seals waddling and flopping away from the ship. It's been a wonderful sight and is the first real Arctic-looking scene we've had. I've taken a lot of photos of the seals, ice floes, etc.

In Murmansk we saw a wide variety of boats and ships, battleships, cruisers, destroyers, torpedo boats and a yacht that formerly belonged to Sarah Bernhardt and built for her and later sold to the U. S., and also another yacht built for Harry Thaw and now owned by the Russians.

It was interesting to see life in Murmansk. Most of the houses were of logs (pine) brought from 100 miles south; and were the best-looking log houses I've ever seen—straight logs, well fitted; no chinking at all necessary. The Russian woodworker is an artisan. In the Chinese markets in Murmansk we saw for sale frozen and dried fish, all kinds of furs (fur caps and moccasins), and all very highly priced. Money is abundant in northern Russia—such as it is. A ruble

is—or was before the war—worth 50 cents; but now it is worth only 6 pence or 12 cents U. S. money.

We are well supplied with special Arctic clothing outfits—fur-lined overcoats, fur capes, sweaters, fur gloves, scarfs, heavy socks, heavy underwear, goggles, special shoebutton boots, fur-lined sleeping bags. So, you see, we are fixed for all kinds of zero weather; but probably we will not need a lot of this outfit for spring is coming and we hope to be out of here before the next winter set in. According to present plans, we are to get out of here by June or July. I don't know which way we'll get out, but I hope that we go out by way of Petrograd or Vladivostok.

The experience of going through these ice fields I wouldn't have missed for anything. To see and feel the Canada cutting its way through solid ice 3 to 4 feet thick, tearing up huge cakes of ice and snow 12 to 15 feet square, was mighty interesting. We have seen lots of seals waddling away from the ship. The weather has been fine with clear, brilliant sunshine, and one has to wear smoked goggles.

While in Murmansk we visited a Russian peasant's house. It was the Russian Christmas day (April 13) and he invited us in, served us tea, jam and bread, played the phonograph for us and gave us cigarettes. It was a simple home, but clean and homelike, and hospitable. He had learned a few English words and we had learned a few Russian words, so we carried on an excited conversation. Americans are very popular with the Russians. They seem to be a very friendly people, and we learned to like them.

Around Archangel there are very extensive pine and fir forests and before the war lumbering was a very important industry there, there being at least 40 sawmills at Archangel alone. The allies have a good-sized sawmill about 300 miles south of Murmansk, at Seroka, and the lumber that comes to Murmansk from there is good-looking stuff—all clear stuff. The pine found in Russia is the same kind we found in France—Scotch or Sylvester pine—and while not so large as our Western pine, is of good quality as a rule, and more nearly resembles our white pine when sawed into lumber.

I am going to Archangel to report to the 310th Engineers—a pioneer engineer regiment—and I am to be forester on the staff. The 310th Engineers have been in Archangel since last September, and are largely from the Lake States. The American engineers seem to have a splendid reputation in northern Russia.

I was sorry to leave France after my 18 months there, and I left, I believe, many good friends among the French people and officers.

I had the good fortune to spend some 3 weeks in Paris—on special work for the peace commission, and about the same length of time in London, where I had the pleasure of seeing sights and scenes about which I had heard and read all my life. London is not the beautiful city that Paris is, but it is a wonderful city and I sure wouldn't have missed the chance to see it for anything. If we do go back to England after finishing here I plan to take some leave in Scotland, in Farnborough, where my father's people came from, to Virginia, in about 1920.

My old company sailed from Brest about January 15 and landed at Newport News, and are now all demobilized, I suppose.

Wohlenberg, formerly in charge of the Greenlaw sale on the Coconino, and who left the service to become a second lieutenant, went back as C. O. of my old company as a captain. Several of my old Coconino bunch got promotions and about 9 or 10 of my sergeants and men received promotions to second lieutenants—which they richly deserved.

Well, good luck to you all and hoping to see you this summer.

Yours truly,
JOHN D. GUTHRIE,
Captain Engineers, 310th Engineers,
North Russian Expedition, care of
Base Section 3, A. E. F., London,
England.

P. S.—April 18, 1919 — Landed in Archangel yesterday, safe and sound. Enclosed is 50 kopecks, equal to 5c in U. S. money!

DISCHARGED SOLDIERS CAN NOW APPLY TIME ON HOMESTEAD ENTRY

Under the terms of the act of Congress of February 25, 1919, any officer, soldier, sailor or marine who has served, or shall serve, not less than 90 days in the army, navy or marine corps of the United States during the

Bitter or Better Baking

A letter makes a great difference in a word. A word makes a great difference in baking powders.

If the little word "alum" appears on the label it may mean *bitter* baking.

If the words "Dr. Price's" stand out bold and strong, they surely mean **BETTER** baking.

This is only one reason why it pays to use

DR. PRICE'S
CREAM
BAKING POWDER

Made from Cream of Tartar derived from grapes

Contains No Alum—Leaves No Bitter Taste

BILLY SISSON IS BACK FROM FRANCE

Sergeant William Sisson came home last week after a year or more spent with the forestry division in France. He had been discharged and after a short visit with his mother, Mrs. Mary Sisson and sister Marjorie at Peoria, Ill., couldn't resist the temptation to see his old home friends in Flagstaff for a couple of days before going on to San Francisco for a short visit. He expects to return to Flagstaff later.

Billy is the boy who made Flagstaff and Arizona famous on the athletic field in the army while in France.

IMPLIED SELF PRAISE

Modest Young Lieutenant (reporting to C. O. after a thrilling raid in No Man's Land): "Captain, I wish to report Private Hick's conduct in the highest terms of praise. He is the bravest man in the world. He followed me every place I went."



-need new blades?

—Your razor is no better than its blade

The strong, keen-cutting convex edges of Gem Damasteene Blades removes the toughest stubble and tenderest growth with velvet-like smoothness.

The life of each blade is remarkably long.

To know the luxury of velvet-like, smooth self-shaving, you must shave with Gem Damasteene Blades. They leave your face with that smooth, comfortable feeling.

We sell a set of seven Gem Damasteene Blades for 50 cents.

Our store is shavers' headquarters.

For Sale At
THE DRESSWELL SHOP

Enjoy Your Meals, Madam

Can you really enjoy your summer meals, when you come to the table tired, overheated, oppressed with cooking odors? Can you relish your food with contemplation of dishes to be washed and house set in order at the end of a hot energy-taxing day? And you—Mr. Husband—doesn't the idea of giving the Mrs. and the help, a vacation influence you to give the family a real treat by bringing them here to eat, where you know they will enjoy real food, real service and an appetizing environment?

Considerate husbands and sensible housewives have eliminated summer cooking at home. Eat here and you'll understand why from a standpoint of enjoyment as well as economy.

Commercial Hotel Cafe

CHAS. PROCHNOW, Prop.

Plus Mileage

Adjustment

for

Diamonds

Because

It's In Them

Fabrics

6,000 Miles

Cords

8,000 Miles

SHOW the striking figures of our new adjustment mileage—fabrics 6,000 miles; cords 8,000—to any old-time Diamond user.

And he'll tell you Diamond adjustment mileage represents only the minimum of what Diamonds actually do with fair and square driving.

Adjustment mileage back of Diamond Tires always stands for greater mileage ahead of them.

NOTE. The new adjustment applies to all Diamond Tires in use or in dealer's hands.

BABBITT BROS.
TRADING CO.

Diamond
SQUEEGEE TREAD
Tires